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USSR WATER TRANSPORT PLAN RESULTS;  
NEW TANKERS, VESSEL LOCATIONS AND TRAFFIC

MARITIME FLEET MEETS 8-MONTH PLAN -- Moscow, Morskoy i Rechnoy Flot, No 6, Oct 53

[NOTE: In this and future FDD reports, the term White Sea-Lake Onega Steamship Line will be used instead of Belomorsk-Onega Steamship Line. This change is made in order to make clear the fact that this steamship line operates between ports in Lake Onega and ports in the White Sea, not simply between the ports of Onega and Belomorsk, two cities lying on the White Sea coast.]

During the first 8 months of 1953, the maritime fleet fulfilled the freight transport plan by 152.2 percent in tons and by 137.2 percent in ton-miles. This constituted a considerable increase over results obtained during the same period of 1952.

Water transport as a whole is still far from satisfactory, however, despite these successes of the maritime fleet and despite the considerable increase in freight transport in both the maritime and river fleet over 1952 levels. The river fleet, for example, fulfilled the transport plan for the first 8 months of 1953 by only 98 percent in tons and by 95.4 percent in ton-kilometers. The plan was not fulfilled by the Far Eastern Steamship Company (chief Timofeyev) [Timofeyev was formerly chief of the West Siberian Steamship Line (Rechnoy Transport, 11 Mar 52). He replaces the former head of the Far Eastern Steamship Company, Syrykh, who died 13 January 1953 (Morskoy Flot, 17 Jan 53).] Kama Steamship Line (chief, Sokolov), Northern Steamship Company (chief, Bakhvalov), White Sea-Lake Onega Steamship Line (chief, Sysoyev), Dnepr Steamship Line (chief, Savel'ev), Volga-Don Steamship Line (chief, Andreyev), Amur Steamship Line (chief, Zakhvatov).

An analysis of transport results in the river fleet during the first half of 1953 shows that the plan was not fulfilled in a majority of steamship lines and main administrations. Using the utilization of deadweight capacity [expressed in horsepower as ratio between total tonnage and total horsepower] as

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In order for comparison, it is one thing to say that almost the entire fleet failed to fulfill the plan for the first half of 1953. The plan for dry cargo towing, for example, was fulfilled by only 35.3 percent, for petroleum towing by only 48.1 percent, for timber raft towing by only 27.1 percent, for dry cargo vessels by only 89.6 percent, and for petroleum vessels by only 91.5 percent. Of 25 river steamship lines, only 4 fulfilled the half-year plan in dry cargo shipping and dry cargo towing. Tonnage utilization in timber float towing, dry cargo vessels, and petroleum vessels was well below the 1952 level in many steamship lines and for the ministry as a whole.

The main causes of the failure to fulfill the tonnage utilization plan for the first half of 1953 were the unsuccessful attempts by the steamship lines and main administrations to adhere to moving and vessel operational norms (cargo loading, unloading, etc.) and to reduce lengthy vessel idleness during loading and unloading operations. As a result of the latter deficiency, the plan for total running time was fulfilled by only 83.2 percent in the dry cargo fleet and by only 84.3 percent in the petroleum fleet. During the first half of 1953, the river dry cargo fleet spent 65.7 percent of all operating time in port, and the maritime dry cargo fleet spent 54.1 percent of its operating time in port. The maritime fleet spent 6,375 ship-days standing idle, or 16.4 percent of all time spent in port. This means that every fourth day in port was spent in unproductive idleness. The greatest delays and irregularities took place in the transshipment work of Glavdal'flot (Main Administration of the Far Eastern Fleet), under the direction of Bayev, and Glavsevzapflot (Main Administration of the Maritime Fleet), under the direction of Chebotarev.

In several steamship companies, ships sailed on schedule only 45-50 percent of the time, and arriving days were also late and considerably behind schedule. In the river fleet, the schedule for freight dispatch was carried out only 77 percent of the time. As for incoming freight only 69 percent of the time. The most unsatisfactory work on schedule organization was done in the Volgotanker, Trans-Northern, and Volga-Don steamship lines.

High operating rates are falling in other respects also. Steamship lines still do not carry out regulations relative to freight transshipment from neighboring lines. The Northern Steamship Line, for example, tolerates long delays in the handling of Volga freight, while Glavsevzapflot and Glavdal'flot will not provide good service for ships for arctic navigation.

The plan for lowering transport costs was not fulfilled by 16 steamship lines. Critical elements satisfactory in this connection were the Pechora Steamship Line (chief, Ivanov) which exceeded the planned cost of transport by 49.2 percent, the Yenisey Steamer Line (chief, Nazarov) which exceeded the planned cost by 26.3 percent, the Volga-Don (chief, Andreyev) by 20.8 percent, the Northern Steamship Line (chief, Medanov) by 19.2 percent, Volgotanker Steamship Line (chief, Kuzhkin) by 17.3 percent, Moscow-Oka Steamship Line (chief, Maslyakov) 8.8 percent, Kama Steamship Line (chief, Sokolov) by 8 percent, Far Eastern Steamship Company (chief, Timofeyev) by 11 percent, and Kamchatka-Chukotsk Steamship Company (chief, Chernyshev), by 15.1 percent.

MINCK PORT FUELLING 1953 PLAN -- Minsk, Sovetskaya Belorussiya, 25 Oct 53

The port of Minsk has fulfilled its freight shipment plan for 1953. The port handled 32 percent more freight in 1953 than in 1952.

Twenty-five ships operating out of the port have exceeded their transport plan, including the M/V BT-100.

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NEW TANKERS PUT IN SERVICE -- Moscow, Pravda, 24 Dec 53

The new tanker Leningrad was put into service recently in the USSR. The ship is powered by two diesel engines, and can take 10,000 tons of fuel into her cargo tanks in a period of 12 hours.

With individual cabins for all crew members, the ship is fitted with all facilities required during long voyages.

The Leningrad was built by the most advanced and rapid methods. The hull was built in sections, and the superstructure was placed on the finished hull as a complete unit weighing about 150 tons. The welding done on the ship was carried out with automatic and semiautomatic welders, and as a result took one tenth to one fourth as much time as formerly.

While the Leningrad was undergoing test voyages, another tanker of the same type, the Klaypeda, was launched.

SOVIET VESSELS IN THE ANTARCTIC -- Petrozavodsk, Leninskoye Znamya, 20 Oct 53

Captain V. P. Panfilov spoke recently at a meeting of Soviet geographers in Odessa on the results of the four voyages made into antarctic waters by the tanker under his command, the Kreml'.

A report of Captain N. I. Plyavin was also read. Plyavin is now in antarctic waters with the M/V Iosif Stalin.

A radiogram was read from A. N. Solyanik, Hero of Socialist Labor. Solyanik reported that the whaling flotilla Slava was carrying out its eighth antarctic voyage successfully.

ICE CLOSES NAVIGATION IN SOME AREAS OF USSR -- Moscow, Vechernyaya Moskva, 19 Oct 53

Diesel passenger vessels carried 3,100,000 passengers along the Moscow River during 1953 -- a considerable increase over 1952.

In Moscow that portion of the main line of the Moscow River from Novospas-skiy Most to Kiyevskaya Railroad Station has closed. The Kozhukhovo-Nogatino, Serebryanyy Bor-Troitskoye, Shukino-Strogino, and Tatarsko-Khoroshevo sections will continue to operate until the river is completely frozen over.

Moscow, Trud, 21 Oct 53

Navigation has ended on the Pechora River for the winter. The S/S Yushar made the last trip to Novaya Zemlya and Kolguyev Island. The ship went to Arkhangel'sk after completion of the trip.

Moscow, Pravda, 23 Dec 53

Navigation has come to an end on the Amu-Dar'ya River.

In 1953, the transport plan along the river was fulfilled almost  $1\frac{1}{2}$  times.

The S/S 20 let VLKSM, S/S Smidovich, M/V Engél's, M/V Chernyshevskiy, M/V Shevchenko, and other ships have made considerable reductions in fuel consumption during 1953 navigation.

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CONSUMER GOODS TRANSPORT -- Moscow, Volnyy Transport, 10 Oct 53

In a series of consumer goods on rivers and lakes served by the Northwest-ern Shipping Line has increased considerably during 1953. This increase is due in large part to the addition of new diesel freight vessels, lake tugs of the Northern and Baltic Shipping Companies. Ten more ships were available for vessel shipments in 1953 than in 1952. New freight towing lines have been opened from Volynsk to Lake Konevskoye and from Voznesen'ye to Leningrad.

SOVIET UNION MARITIME TRANSPORT -- Tashkent, Truda Vostoka, 16 Oct 53

The new freight ship, the ship of the Central Asian Steamship Line.

St. Petersburg, Kommunisticheskaya, 15 Oct 53

The M/V Gulkovskiy, M/V Marshal Govorov, S/S Anri Barbyus, and S/S Keri are operating with the Baltic Steamship Company.

Moscow, Komintern, 15 Oct 53

The following shipping vessels are operating in the Barents Sea: Vaygach, Gerdin, Gen. M. Kirov, Proletari, Wayer, and Shchuka.

Petrozavodsk, Leningrad, 17 Oct 53

The M/V Gendryk, M/V Kabanika, tug Guvorov, and tug Proletariy are operating with the White Sea-Lake Onega Steamship Line.

Petrozavodsk, Leningrad, 1 Oct 53

The M/V Gendryk is operating with the White Sea-Lake Onega Steamship Line.

Moscow, Trud, 18 Oct 53

The following ships are operating with the Northern Sea Steamship Company: M/V Yushin, M/V Gada, M/V Metallists, Sochi, Morzhovets.

Pravda, Sovetskaya, 18 Oct 53

The M/V Proletariy, M/V Sovetskaya, tanker Menas, and S/S Komarom are operating in the Leningrad-Baltic Sea of the Central Asian Steamship Line.

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